

AUSTIN

CARS



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"Austin" and "dependability" are associated in such a manner in the minds of the motoring public, that they have become inseparable. One word naturally suggests the other.

The range of Austin cars is now so complete that it meets the requirements of all classes. Full value for money, economic upkeep and running, consistent good performance and reliability are the qualities that have made the name of Austin famous.

The comfort of drivers and passengers depends upon the manner in which the load of the car is distributed. The ideal would be that the weight should be carried within the wheelbase—that there should be no "overhang." Austin cars have minimum "overhang."

In this small catalogue it is not possible to do more than make brief references to the salient features of the various models.

If you are interested in any model, please communicate with your nearest Austin dealer, and he will keep an appointment at your convenience and gladly demonstrate the car's fine qualities, without obligation.

THE AUSTIN TWENTY



Austin Twenty models have ten years of honest reputation behind them. Improvements are made and modifications introduced from time to time as they are tested and approved. They offer exceptional value and are equal in appearance and performance with cars which are priced at a very much higher figure.

GENERAL SPECIFICATION

GENERAL DIMENSIONS.—

Wheelbase—11ft. 4in. (3,454 mm.) or 10ft. (3,048 mm.);

Track—4ft. 8in. (1,422 mm.);

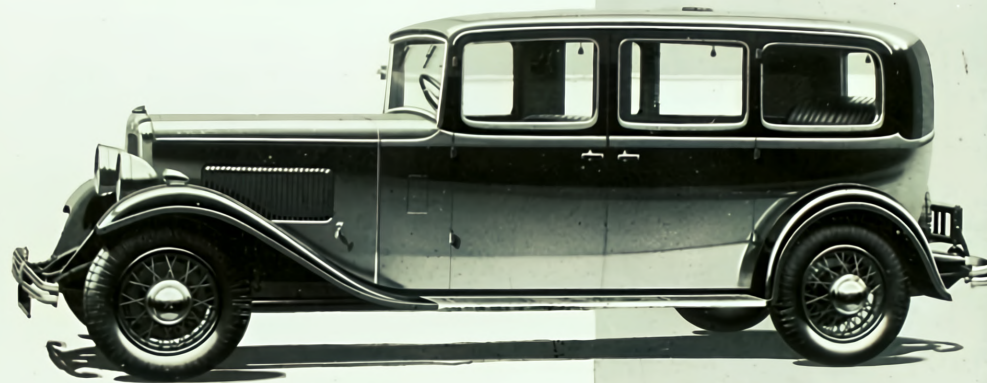
Road Clearance—9in. (229 mm.);

Turning Circle—11ft 4in. = 55ft. (16,763 mm.), 10ft. = 44ft. 6in. (13,563 mm.).

ENGINE.—6-cylinder monobloc. Bore, 3 $\frac{1}{8}$ in. (79.5 mm.); stroke, 4 $\frac{1}{2}$ in. (114.5 mm.); 3,400 c. c.; R. A. C. rating, 23.5, b.h.p. at 2,000 r.p.m., 49. Detachable cylinder head. Valves all on near side. Crankshaft carried on 8 large bearings. Pistons aluminium alloy.

IGNITION.—Coil and battery.

The Twenty Ranelagh Limousine



The Ranelagh immediately conveys an impression of dignity, elegance and power. It seats seven persons, has luxurious furnishings and beautiful finish. It is mounted upon an exceptionally well-sprung chassis, with an 11ft. 4in. wheelbase, and thus rides smoothly over all roads.

THE AUSTIN TWENTY—General Specification—(contd).

COOLING.—By fan, water circulation by pump, controlled by automatic thermostat.

LUBRICATION.—By gear oil pump to all bearings of crankshaft and camshaft. Chassis lubrication by grease gun.

TRANSMISSION.—Single dry plate clutch. Gearbox has four speeds, forward and reverse. Ratios to road wheels: on the 11ft. 4in. model—1st speed 20 to 1, 2nd 11.5 to 1, 3rd 7.3 to 1, top 4.67 to 1; on the 10ft. wheelbase—1st speed 17.62 to 1, 2nd speed 9.40 to 1, 3rd speed 6.07 to 1, top 3.92 to 1.

BRAKES.—Large and powerful, operating on all four wheels.

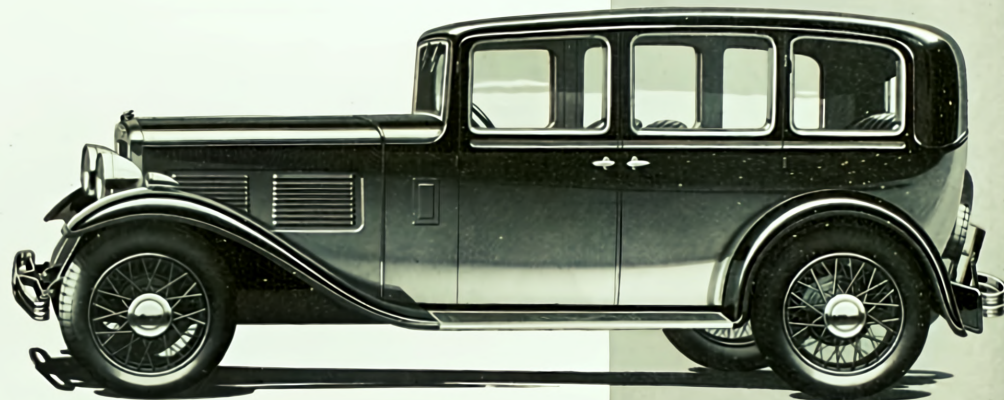
STEERING.—Patented roller worm wheel. On the steering wheel are gas and ignition levers and dip and switch control. Ring operated horn switch under steering wheel.

SUSPENSION.—Long zinc interleaved road springs with "silentbloc" shackles. Luvax hydraulic shock absorbers. Magna wheels and Dunlop tyres.

EQUIPMENT

Finished in choice of Austin colours. Upholstered in Vaumol hide, Bedford cord, Repp or Moquette. 12 volt electric starting with hand switch on fascia board, Biflex magnetically operated dip and switch headlights, combined "stop" and tail lamp, carburetter air strangler, air cleaner, clock, petrol gauge, driving mirror, double windscreen wiper, electric horn, speedometer, licence holder, bumpers front and rear, luggage carrier, spare wheel and tyre, and a full kit of tools neatly stowed in special compartments. Triplex Glass throughout. Cars for export have plate glass.

The Twenty Whitehall Saloon



A handsome model, built to accommodate five persons and maintain a high cruising speed. The shortened chassis permits a saving in weight, also providing strength and rigidity. Luxuriously upholstered, and beautifully finished, this model, with its sunshine roof and unobstructed window space, is an ideal speedy touring saloon.

THE AUSTIN SIXTEEN



PERSONAL comfort, convenience, elbow and head room for the five persons who would travel in the 16 h.p. model are characteristic of Austin design. Graceful lines in carriage work, willing responsive engine output, speed with safety, and easy control are the attributes of Austin Sixteen six cylinder models. Owner drivers favour the "Sixteen" because of the easy driving position and the unobstructed view ahead and around.

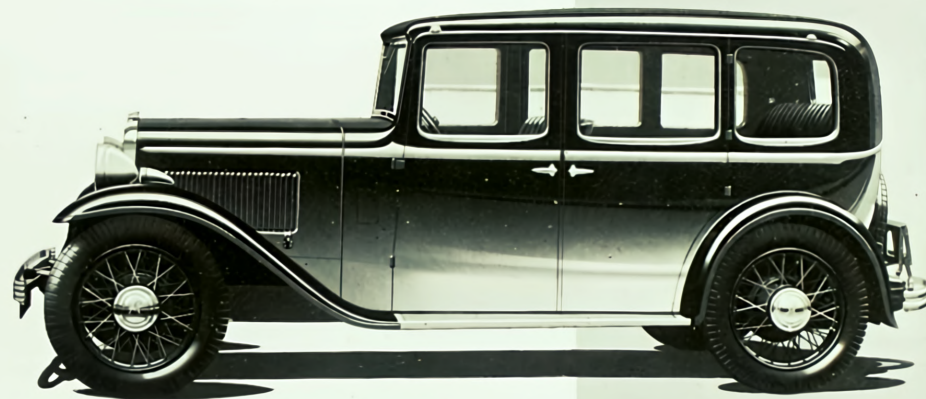
GENERAL SPECIFICATION

DIMENSIONS.—

Wheelbase - - 9ft. 4in. (2,844 mm.).
Track - - - 4ft. 8in. (1,422 mm.).
Road Clearance - - 7½in. (191 mm.).
Road Clearance (on export models) 8½in.
(216 mm.);
Turning Circle - 42ft. (12,801 mm.).

ENGINE.—6-cylinder monobloc. Bore, 2.58in. (65.5 mm.); stroke, 4.375in. (111 mm.); 2,249 c.c. R.A.C. rating, 15.9; b.h.p. at 2,400 r.p.m., 36. Detachable cylinder head. Valves all on nearside. Crankshaft carried on 8 large bearings. Pistons of aluminium alloy.
IGNITION.—Coil and battery.

The Sixteen Berkeley De Luxe Saloon



This model has newly designed carriage work on pleasing modern lines. The front of the roof offers very little wind resistance. A deluxe model with sunshine roof, bumpers, Magna wheels, high quality upholstery with arm rests, footrests and folding tables. A "comfort car."

THE AUSTIN SIXTEEN—General Specification—(contd).

COOLING.—By fan. Water circulation by pump, controlled by automatic Thermostat.

LUBRICATION.—By oil pump to all bearings of crankshaft and camshaft. Chassis lubrication by grease gun.

TRANSMISSION.—Single dry plate clutch. Gearbox has four speeds forward, and reverse. Ratios of engine to road wheels: 1st speed, 19.2 to 1; 2nd, 12.6 to 1; 3rd, 8.3 to 1; and top, 5.11 to 1.

BRAKES.—Large and powerful, operating on all four road wheels.

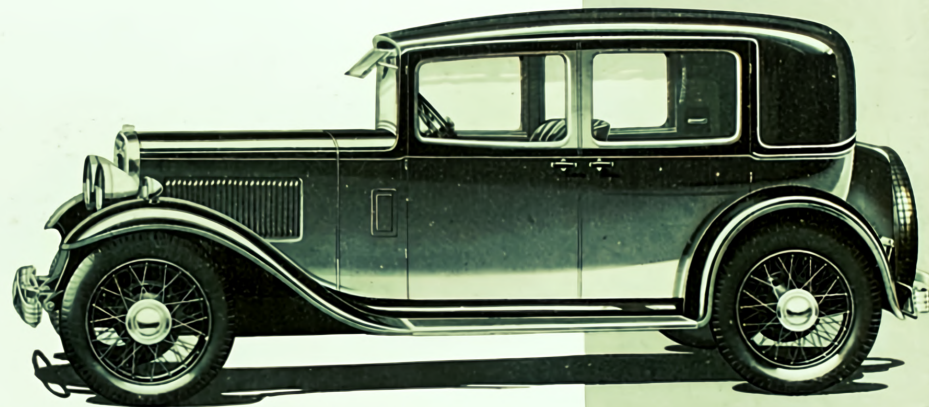
STEERING.—Worm and worm wheel type. On the steering wheel are the gas and ignition levers and dip and switch control. Ring operated horn switch under the steering wheel.

SUSPENSION.—Long road springs interleaved with zinc, having silentbloc non-lubricated shackles, aided by Luvax hydraulic shock absorbers.

EQUIPMENT

There is a choice of the range of Austin colours. Saloons upholstered in leather from best selected hides and Bedford cord, or moquette. Open cars in leather. 12-volt electric starting with hand switch on fascia board. Biflex magnetically operated dip and switch headlights, combined "stop" and tail lamp, carburetter air strangler, air cleaner, clock, speedometer, petrol gauge, driving mirror, wind-screen wiper, electric horn, licence holder, luggage carrier (not on Westminster or Two-seater). Bumpers front and rear on all De Luxe models. All fittings chromium plated, and a full kit of tools stowed in a special compartment. Triplex glass throughout (cars for export have plate glass).

The Sixteen Westminster Saloon

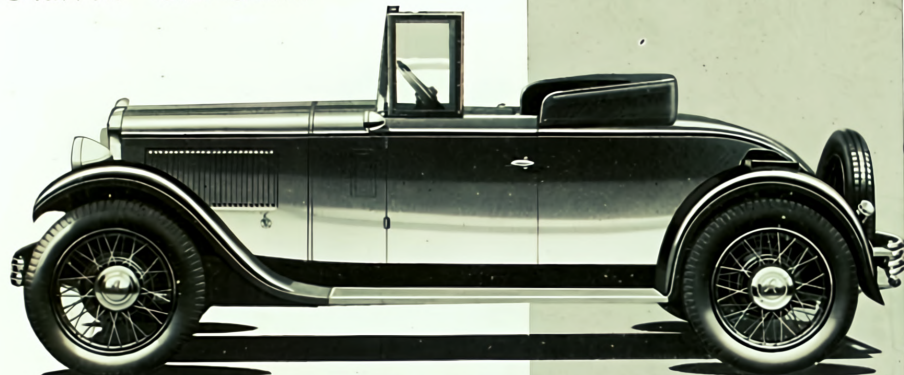


This four seater, four window saloon has very attractive lines and is furnished and finished in first-class style.

It has a sunshine roof, slightly sloping wind-screen, and easily controlled windows.

There are wide doors and at the rear a convenient luggage locker capable of accommodating a suit-case, etc.

*The Sixteen and Twelve
Harrow Two Seater*



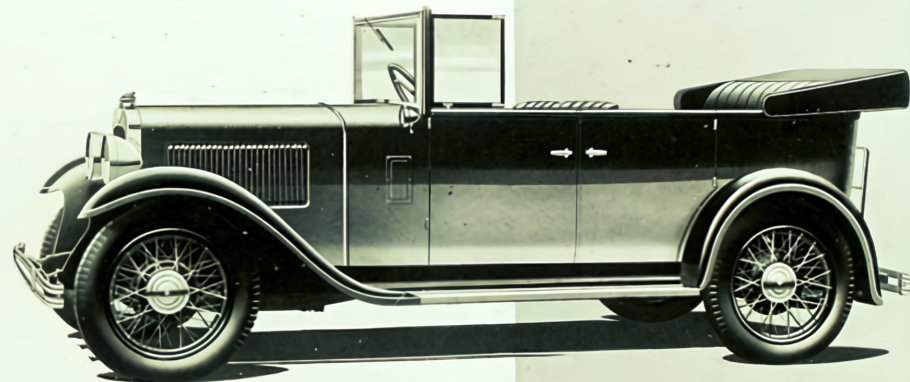
A very smart model, with two ample seats in the dickey, all of which are well cushioned and comfortable.

The hood and side curtains when fastened in position are silent, and they defy the worst kind of weather.

When not in use, the side screens stow away neatly.

Bumpers, Magna wheels and chromium lamps charged extra.

*The Sixteen and Twelve
Open Road Tourer*



There is always a demand for touring cars which are provided with easily removable, really weatherproof, equipment.

The hood and side curtains of the Open Road exclude wind and water, and do not rattle.

Bumpers, Magna wheels and chromium lamps charged extra.

THE AUSTIN TWELVE-FOUR



THIS is an old favourite, and there are many thousands of this deservedly dependable model doing everyday service to the entire satisfaction of their owners.

A flexible four cylinder engine with a fine reserve of power, a good hill climber, and able to maintain an excellent pace on the road.

It has a strong, light chassis with powerful brakes and comfortable springing, surmounted by attractive coachwork.

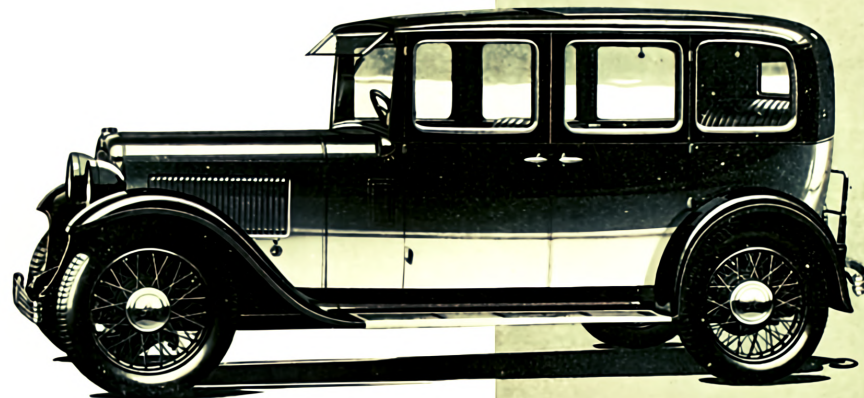
GENERAL SPECIFICATION

DIMENSIONS.—

Wheelbase - - 9ft. 4in. (2,844 mm.).
Track - - - 4ft. 8in. (1,422 mm.).
Road Clearance - 8in. (203 mm.).
Turning Circle - - 42ft. (12,801 mm.).

ENGINE.—4-cylinder monobloc. Bore, $2\frac{1}{8}$ in. (72 mm.); stroke, $4\frac{1}{2}$ in. (114.5 mm.); 1,861 c.c.; R.A.C. rating, 12.8; b.h.p. at 2,000 r.p.m., 27. Detachable cylinder head. Valves all on near side. Crankshaft carried on 5 large bearings. Pistons of aluminium alloy.

The Twelve-Four Burnham Saloon



This well-known, attractive and refined de luxe saloon, luxuriously upholstered in leather and completely equipped, is a full five seater. Large windows and wide doors enhance its appeal. Folding foot-rests and occasional tables are notable features.

THE AUSTIN TWELVE-FOUR—General Specification—(contd).

BRAKES.—Powerful four wheel brakes in addition to that on the transmission.

STEERING.—Worm and worm wheel type. On the steering wheel are gas and ignition levers, and dip and switch control. Ring operated horn switch under steering wheel.

SUSPENSION.—Long road springs interleaved with zinc having Silentbloc non-lubricated shackles aided by Luvax hydraulic shock absorbers.

IGNITION.—By magneto.

COOLING.—By fan, water circulation by pump, controlled by automatic thermostat.

LUBRICATION.—By oil pump to all bearings of crankshaft and camshaft.

CHASSIS LUBRICATION.—By grease gun.

TRANSMISSION.—Single dry plate clutch.

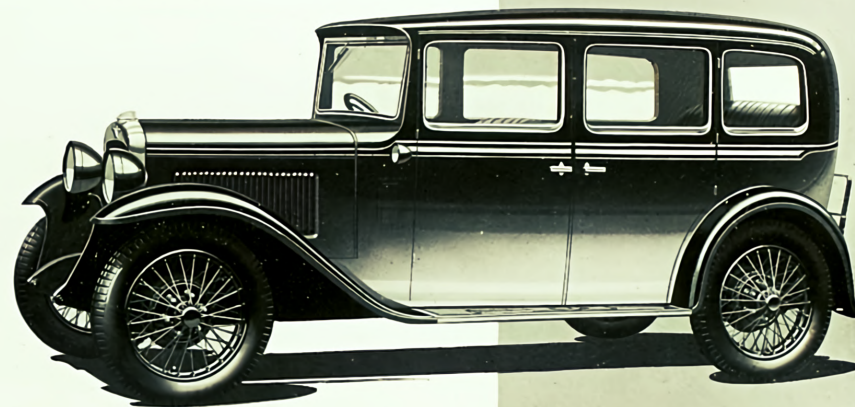
GEARBOX.—Has four speeds forward, and reverse. The ratios of engine to road wheels are: 1st speed, 20 to 1; 2nd, 12 and 3rd, 8; top, 5.12 to 1.

EQUIPMENT

There is a choice of the range of Austin colours. Upholstery of the Burnham de Luxe Saloons in leather from best selected hide, Bedford cord or moquette. The Windsor and the open models are upholstered in leather. 12-volt electric starting with hand switch on fascia board. Dip and switch headlights, combined stop and tail lamp, carburetter air strangler, air cleaner, roof ventilator, clock, speedometer, petrol gauge, driving mirror, windscreen wiper, electric horn, licence holder, luggage carrier (except on two-seater). All fittings chromium plated.

*Full kit of tools. Triplex glass throughout.
(Cars for export have plate glass.)*

The Twelve-Four Windsor Saloon



A five-seater, six-light saloon of the latest lines, upholstered in leather. It has an inclined windscreen and the windows are easy to manipulate. An ideal utility vehicle that combines extreme reliability with a high-class appearance.

THE AUSTIN TWELVE-SIX



THE Light Twelve Six model is definitely a "four-seater." Of handsome appearance and good performance, it has proved itself over the roughest roads in the country. Simple and easy to "service," with few lubrication points, and rustless zinc lined bushes, it naturally appeals to those who "valet" their cars.

A smooth, powerful engine with a four speed twin top gearbox will give 50 m.p.h. or dawdle in traffic.

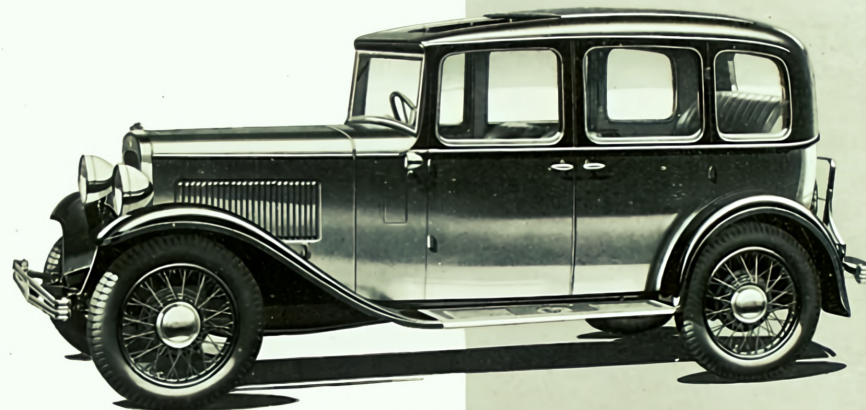
GENERAL SPECIFICATION

GENERAL DIMENSIONS.—

Wheelbase - - 8ft. 10in. (2,694 mm.).
Track - - - 4ft. 2in. (1,270 mm.).
Road Clearance - 7½in. (190 mm.).
Turning Circle - - 42ft. (12,801 mm.).

ENGINE.—6-cylinder monobloc. Bore, 2.410in. (61.25 mm.); stroke, 3.335in. (84.63 mm.); 1496 c.c.; R.A.C. rating, 13.956 h.p.; b.h.p. at 2,400; r.p.m., 24. Detachable cylinder head. Valves are all on nearside. Crankshaft carried on four large bearings. Pistons of aluminium alloy.

The Twelve-Six Harley De Luxe Saloon



A handsome, capacious, four seater car with sunshine roof and bumpers.

Deep, resilient upholstery in first quality leather, wide doors giving easy entrance, four of the six windows mechanically operated, and a good wide field of vision, make this a splendid owner driver's car.

The standard model has fixed roof and does not include special fittings.

THE AUSTIN TWELVE SIX—General Specification—(contd).

IGNITION.—Coil and battery.

COOLING.—By fan, water circulation controlled by automatic thermostat.

LUBRICATION.—By oil pump to all bearings of crankshaft and camshaft. Chassis lubrication by grease gun.

TRANSMISSION.—Single dry plate clutch. Gearbox has four speeds with "Twin" top gear. The ratios to road wheels are: 1st speed, 20.8 to 1; 2nd, 13.4; 3rd, 8.6; and top, 5.5 to 1.

BRAKES.—Large and powerful expanding brakes, operating on all four wheels.

STEERING.—Worm and worm wheel type. Over the steering wheel is the electric horn button, and the lever to control the dip and switch mechanism of the headlamps.

SUSPENSION.—Long road springs interleaved with zinc, mounted with non-lubricated "silentbloc" shackles. Luvax hydraulic shock absorbers. Magna wire wheels to de luxe models. Dunlop tyres.

EQUIPMENT

Finished in choice of Austin colours; De Luxe models upholstered in leather from best selected hide. Open cars in leather. 12 volt electric starting with hand switch on fascia board, magnetically operated dip and switch headlamps, combined "stop" and tail lamp, carburettor air strangler, air cleaner, clock, petrol gauge, speedometer, ventilators in scuttles, driving mirror, windscreen wiper, electric horn, licence holder, luggage carrier (except on two-seater), spare wheel and tyre. All fittings chromium plated. Full kit of tools.

Triplex glass throughout. Cars for export have plate glass.

The Twelve-Six Eton Two Seater



A neat, attractive, speedy car, light to handle and good in traffic or on the open road.

It will dawdle in top gear at 5, or speed up to fifty m.p.h.

The two seats in the dickey make the Eton a good occasional four seater.

The Twelve-Six Open Road Four Seater Tourer



A four seater model which combines lightness and strength in its best form.

The operation of raising and lowering the hood and side screens is really simple and easy.

The seating is deep and comfortable and in summer trim, the Open Road is an ideal car for pleasure touring.

De Luxe equipment, bumpers, Magna wheels and chromium plated lamps charged extra.

THE AUSTIN LIGHT TWELVE-FOUR



THIS new Austin model is an owner driver's car—to seat four persons with ample space for each.

The "lines" of the carriage work are graceful, the furnishings extremely comfortable and attractive, and the fittings and finish of the well-known Austin high quality.

The four cylinder engine is particularly lively and willing. Mounted at three points on special resilient rubber bushes which prevent vibration, it has power, flexibility, and stamina, and will worthily uphold Austin reputation for dependability.

GENERAL SPECIFICATION

GENERAL DIMENSIONS.—

Wheelbase—8ft. 10in. (2,694 mm.).

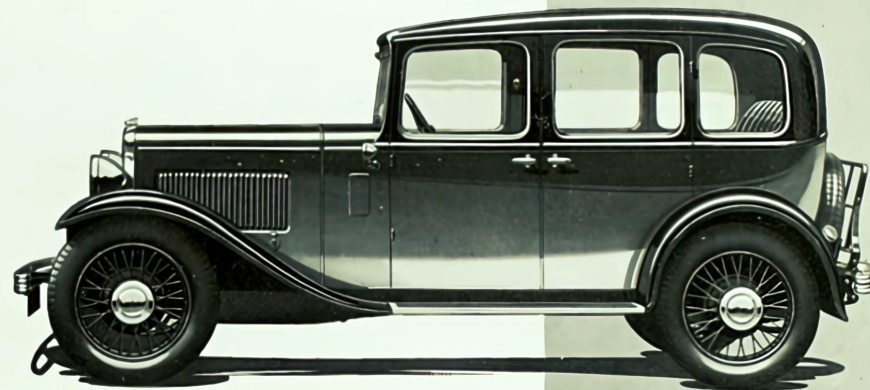
Track—4ft. 2in. (1,270 mm.).

Road Clearance—7½in. (190 mm.).

Turning Circle—42ft. (12,801 mm.).

ENGINE.—4-cylinder monobloc. Bore, 2.73in. (69.3 mm.); stroke, 4in. (101.6 mm.); 1,535 c.c.; R.A.C. rating, 11.9; 24 b.h.p. at 2,400 r.p.m. Detachable cylinder head, valves are all on nearside. Crankshaft carried on three large bearings. Pistons of aluminium alloy.

The Light Twelve-Four Saloon De Luxe



The Saloon de Luxe is handsome in appearance, upholstered in first-class style, roomy and comfortable. There is a hinged arm-rest to the rear seat, and foot-rests attached to the rear of the front seats. It has six windows, and sunshine roof with sloping front. The standard model has a fixed roof and does not include special fittings.

THE AUSTIN LIGHT TWELVE-FOUR—General Specification—(contd).

IGNITION.—Coil and battery.

COOLING.—Fan, and thermo syphon

LUBRICATION.—By oil pump to all bearings of crankshaft and camshaft. Chassis lubrication by grease gun.

TRANSMISSION.—Single dry plate clutch. Gear box has four speeds forward and reverse. Ratios of engine to road wheels: 1st speed, 20.8 to 1; 2nd speed, 13.4; 3rd, 8.6 and top, 5.5 to 1.

BRAKES.—Large and powerful of expanding type, operating on all four road wheels.

STEERING.—Worm and worm-wheel type. Over the steering wheel are the electric horn button and the lever to control the dip and switch mechanism.

SUSPENSION.—Long road springs interleaved with zinc, having "Silentbloc" non-lubricated shackles aided by Luvax hydraulic shock absorbers. Dunlop tyres.

Finished in choice of Austin colours. De Luxe Saloon upholstered in best selected Hide. Standard model in Leather Cloth or Repp. Open Cars in Leather. 12-volt electric lighting and starting with starter hand switch on fascia board, magnetically operated dip and switch headlamps, combined "stop" and tail lamp, carburettor air strangler, air cleaner, clock, petrol gauge, speedometer, ventilators in scuttles, driving mirror, windscreen wiper, electric horn, licence holder, luggage carrier (except on two-seater), spare wheel and tyre. All fittings chromium plated. Full kit of tools. Triplex glass throughout. Cars for export have plate glass.

The Light Twelve-Four Two Seater



A two seater body of shapely form and good accommodation is mounted on the Light Twelve-Four chassis. It has a neat, "sporty" appearance and is light and strong in construction. With the hood erected, it becomes a comfortable enclosed coupé.

The Light Twelve-Four Open Road Tourer



The touring model of the new series is roomy and comfortable. Fitted with Austin type hood and side-screens, it can be transformed from an open "summer" tourer into a closed weather-proof car, rapidly and easily.



THE AUSTIN TEN-FOUR

RECENTLY introduced and immediately popular, this excellent four seater saloon fills a place previously unoccupied in the Austin range.

An excellent example of the latest body design, where the load is carried within the wheelbase with the minimum of overhang.

A flexible, quickly responsive engine, with ample reserve of power. Four speeds with twin top gear.

Good brakes, good lamps, light weight body and a very comprehensive equipment.

GENERAL SPECIFICATION

GENERAL DIMENSIONS.—

Wheelbase—7ft. 9in. (2,361 mm.).

Track—3ft. 9in. (1,143 mm.).

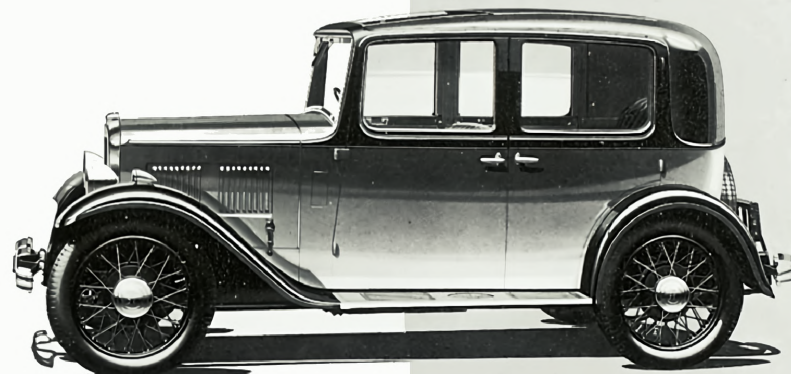
Road Clearance—7½in. (190 mm.).

Turning Circle—37ft. (11,300 mm.).

ENGINE.—4-cylinder monobloc. Bore, 2.4995in. (63.5 mm.); stroke, 3.5in. (89 mm.); 1125 c.c.; R.A.C. rating, 9.996 h.p.; b.h.p., 21. Detachable cylinder head. Valves all on nearside. Pistons of aluminium alloy.

IGNITION.—Coil and battery.

The Ten-Four Saloon De Luxe



This attractive saloon provides generous accommodation for four persons. It is fitted with sunshine roof, bumpers, Magna wheels, and chromium plated lamps, and is finished in accordance with the Austin de luxe quality.

The standard saloon has fixed roof and does not include special fittings.

THE AUSTIN TEN-FOUR—General Specification—(contd.)

COOLING.—Thermo syphon and fan.

LUBRICATION.—By oil pump to all bearings of crankshaft and camshaft. Chassis lubrication by grease gun.

TRANSMISSION.—Single dry plate clutch. The gearbox has four speeds with "Twin top" gear. Ratios to road wheels: 1st speed, 20.7 to 1; 2nd, 12.8; 3rd, 8; and top, 5.25 to 1.

BRAKES.—Of expanding type acting on all four wheels.

STEERING.—Worm and worm-wheel type. On the centre of the wheel is the electric horn button and above this is the dip and switch control for the headlamps.

SUSPENSION.—Long semi-elliptic springs aided by shock absorbers provide exceptionally good riding qualities. Magna wheels and 4.50—18 tyres on De Luxe models.

EQUIPMENT

Finished in choice of Austin colours. The De Luxe Saloon has sunshine roof, bumpers and is upholstered in best selected hide. It has locks on all doors, 6-volt electric starting with hand switch on fascia board, magnetically operated dip and switch headlamps, "stop" and tail lamp, combined air strangler and throttle control, clock, speedometer, petrol gauge, driving mirror, licence holder, electric windscreen wiper, electric horn, shock absorbers, bumpers front and rear, spare wheel and tyre, full kit of tools. All fittings chromium plated. Triplex glass throughout. Cars for export have plate glass.

The Ten-Four Two Seater



There is a smart two seater body with efficient hood and side-curtains which give complete protection in stormy weather. Two comfortable seats in the dickey make the car an "occasional four seater."

The Ten-Four Open Road Tourer



A four seater touring body has been designed for the Ten-Four chassis with good weather-proof hood, and easily erected side-screens properly secured against rattle. These stow away in compartments in the doors when not in use. The upholstery is in good quality leather cloth.

THE AUSTIN SEVEN



THE Austin Seven has achieved a world-wide reputation as the leader in its class.

Its performance has now been enhanced by the introduction of a four speed gearbox with "twin top" gear, which adds very considerably to its flexibility and easy control.

The petrol tank in the new model (containing 5 gallons) is situated at the rear of the car and the fuel supply is by petrol pump. More powerful brakes have been fitted.

The Seven thus conforms to the most modern ideas and is replete with all the devices found in larger and more expensive cars.

GENERAL SPECIFICATION

GENERAL DIMENSIONS.—

Wheelbase - - 6ft. 9in. (2,059 mm.).
Track - - - 3ft. 4in. (1,016 mm.).
Road Clearance - - 8 $\frac{3}{4}$ in. (222 mm.).
Turning Circle - - 33ft. (10,058 mm.).

ENGINE.—

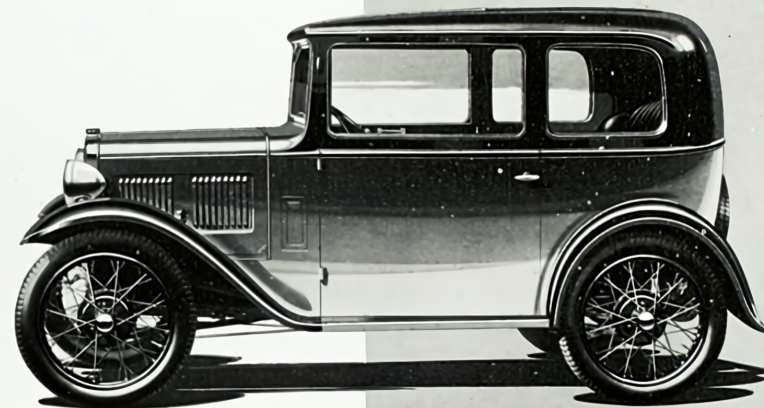
4-cylinder, detachable head, bore 2.2in.

(56 mm.), stroke 3in. (76 mm.),
747.5 cc. R.A.C. rating 7.8, b.h.p. at
2,400 r.p.m. 10.5. Crankshaft carried on
roller bearings. Pistons aluminium alloy.

IGNITION.—Coil and battery.

COOLING.—Thermo Syphon and fan.

The Austin Seven Saloon De Luxe



The Seven Saloon de Luxe with sunshine roof is a most attractive small car. The very wide door makes entering or leaving the car an easy operation. All the furnishings and fittings are of first quality.

The Standard model saloon has a fixed roof, black lamps and wheel centres.

THE AUSTIN SEVEN—General Specification—(contd).

LUBRICATION.—Engine lubrication by vane pump. Chassis lubrication by grease gun.

FUEL SUPPLY.—By petrol pump from 5-gallon tank carried at rear of car. Petrol gauge on fascia board.

TRANSMISSION.—Single dry plate clutch. The "Twin top" gearbox has four speeds forward, and reverse. The ratios of engine to road wheels are: 1st speed, 23.3 to 1; 2nd, 14.4; 3rd, 9.05; and top, 5.25 to 1.

BRAKES.—The brake drums and shoes have both been increased in size with consequent additional power and effectiveness.

STEERING.—Worm and worm-wheel type. On the centre of the steering wheel are the electric horn button, the gas and ignition levers, and on the steering column the lever which operates the dipping beam device for the headlamps. The starter switch is on the steering column bracket.

SUSPENSION.—Semi-elliptic cross front spring, rear quarter elliptic springs. Shock absorbers, front and rear. Wire wheels with Dunlop tyres. On De Luxe models the wheels have chromium plated centres.

EQUIPMENT

Finished in choice of Austin colours. Upholstery of De Luxe models in best selected hide, Standard Saloons in wool repp or leather cloth. Touring and Two-seater cars in leather cloth. 6-volt electric starting and lighting, dipping beam device for headlights, hand starter switch, dial oil pressure gauge, petrol gauge, electric horn, driving mirror, speedometer, windscreen wiper, licence holder, shock absorbers, spare wheel and tyre. All fittings chromium plated. Triplex glass throughout. Cars for export have plate glass.

The Austin Seven Four Seater Tourer



This model, known familiarly as the "Chummy," found its way to public favour some years ago, and has gone on steadily adding to the number of its users and admirers.

The same alterations and improvements have been applied to it as to the Saloon models and its equipment is as complete.

The Austin Seven Two Seater



The Two Seater is correctly described by its name. It is a neat, fast, comfortable little car, a great favourite among the younger generation.

EVERY MODEL COMPLETELY EQUIPPED.

Every Austin model described in this Catalogue is a complete car, equipped with all necessary accessories. The price of each model is therefore a positive indication as to its value, as no "extras" need be considered when prices are under review. Confirm this by studying the equipment listed on each page.

THE AUSTIN MOTOR CO. LTD.

LONGBRIDGE, BIRMINGHAM

Telegrams : "Speedily, Northfield" *Code* : Bentley's

Telephones : - - Central 4140 and Priory 2101/2116

479-483, Oxford Street, London, W.1

(Near Marble Arch)

Telegrams : "Austinette, Wesdo, London"

Telephone : - - - Mayfair 7620-7639

and

Holland Park Hall, W.11